

The China Mail.

Established February, 1845.

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號一月正年四十八百八千一英

HONGKONG, THURSDAY, JANUARY 10, 1884.

日三十月二十年未癸

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Old Broad Street, E.C. 4. GEORGE STREET & CO., 30, Cornhill. GORDON & GORDON, Ludgate Circus, E.C. 4. BATES & HENRY & CO., 37, Watney, E.C. 4. SAMUEL DRACON & CO., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—GAILLEN & PEINER, 30, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLAKE, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & CO., Square, Singapore. C. HENDERSON & CO., Malacca.

CHINA.—Messrs. A. A. DE MELO & CO., Singapore, Quilley & Co., Amoy, Wilson, Nicholson & Co., Foochow, HONG & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000.

RESERVE FUND, \$2,500,000.

INVESTMENT OF PREMIUMS, \$1,108,330.43.

GOVERNMENT OF DIRECTORS.

Chairman, Wm. RENNERS, Esq.

Deputy Chairman, W. S. YOUNG, Esq.

H. L. DANKS, Esq.

A. F. MOORE, Esq.

W. H. FORBES, Esq.

F. D. SASSOON, Esq.

A. GILZOW, Esq.

M. E. SASSOON, Esq.

Hon. F. B. JOHNSON.

CHIEF MANAGER.—THOMAS JACKSON, Esq.

MANAGER.—EDWARD CAMERON, Esq.

LONDON BRANCH.—London and County Bank.

HONGKONG.—INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits—

For 3 months, 3 per cent. per annum.

For 6 months, 4 per cent. " "

For 12 months, 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Draws granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,

No. 1, Queen's Road East.

Hongkong, August 25, 1883.

Notices of Firms.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. HERMAN FRIEDRICH MEYERKIN in our Firm ceased on the 1st January, 1884.

Mr. JOHANN HINRICH GARRELS is admitted a PARTNER from this date.

MEYER & Co.

Hongkong, January 1, 1884.

NOTICE.

THE INTEREST and RESPONSIBILITY of our Firm of Mr. WILHELM REINERS, ceased on the 31st December, 1883.

Mr. MAX GROTE, Mr. CARL JANTZEN and Mr. STEPHAN C. MICHAELSEN, who have been Signifying the Firm, are admitted PARTNERS from this date.

Mr. J. GOOSMANN is authorized to Sign our Firm per Procuration.

MELCHERS & Co.

Hongkong, January 1, 1884.

NOTICE.

WE HAVE This Day ESTABLISHED a BRANCH of our Firm in Tamsui, Formosa. Mr. WILFRED CHERISH is authorized to Sign on our behalf per Procuration.

DOUGLAS LAPRAIK & Co.

Hongkong, January 1, 1884.

NOTICE.

I HAVE This Day admitted Mr. J. B. BELIAS a PARTNER in my Business. It will hereafter be conducted under the Style of "BELLIOS & Co."

E. R. BELLIOS.

Hongkong, January 2, 1884.

NOTICE.

MR. GERALD SLADE and Mr. ALEX. ANDER-McCONACHIE are authorized to Sign our Firm from this date.

GILMAN & Co.

Hongkong and Foochow, 1st January, 1884.

Mr. Andrew Wind.

News Agent, &c.

133, NASSAU STREET, NEW YORK.

Is authorized to receive Subscriptions, Advertisements, &c., for the China Mail, Overseas China Mail, and China Review.

SAILOR'S HOME.

ANY Out-of-Clothing, Books, or Trunks, will be cheerfully received at the SAILOR'S HOME, West Point.

Hongkong, July 26, 1883.

Intimations.

NOTICE.

THE Undersigned will NOT be RESPONSIBLE for any DEBTS contracted by a Young Man who goes by the Name of JOHN DREWES.

GEORGE HERMANN DREWES, late Master of S.S. "Peking."

Hongkong, January 9, 1884.

VICTORIA HOTEL.

Proprietors: DORABJEE & HING KEE, late Lessees of the HONGKONG HOTEL.

THIS HOTEL is situated on the Praya Central in the centre of the principal Business localities and commands a magnificent view of the Harbour and surrounding scenery. From its detached position, perfect ventilation has been secured, and the whole of the ROOMS being Commodious and Furnished with every Requisite and Comfort, afford most desirable Accommodation.

The BAR, BILLIARD ROOM, and DINING ROOMS, are fitted up in a Superior manner, and are all under European Supervision and Management.

The TABLE D'HOTE is supplied with every delicacy of the Season, and most satisfactory attendance. WINES and LIQUORS of the best Qualities and Brands only are supplied. Arrangements for BALLS, BANQUETS, DINNERS and PICNICS made on the most reasonable terms. The long and almost exclusive experience of the Proprietors, and the wide Reputation they have gained, are a sufficient guarantee that satisfaction will be given in this Branch.

With every facility for making suitable Arrangements at Reasonable Prices, either for permanent or weekly Boarders, the Proprietors confidently appeal to the Community of Hongkong for a continuance of the generous Patronage bestowed on them during the past eleven years.

Hongkong, November 20, 1883.

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE.

As the Post of SECRETARY to the Company is about to become vacant, Applications for the same will be received at the Head Office up to 1st February next.

By Order of the Board of Directors, Wm. RENNERS, Chairman.

Hongkong, January 3, 1884.

NORTH BORNEO.

GOVERNMENT NOTIFICATION.

A SALE of LAND will take place at SANDAKAN, NORTH BORNEO, on an early date, 1884, of such Sale to be announced on the arrival of the first DIRECT STEAMER from North Borneo in January 1884. Conditions of Sale and Agreement with Purchasers can be seen at the BRITISH NORTH BORNEO COMPANY'S AGENCY, Hongkong.

PARTICULARS OF LAND.

S.	Lot No.	Area.	Size.	Rent.	By.
1.	88/70	800	33 ft. by 63 ft.	\$5 per annum	per lot
2.	88/71	800	33 ft. by 63 ft.	\$5 per annum	per lot
3.	88/72	800	33 ft. by 63 ft.	\$5 per annum	per lot

HENRY WALKER, Land Officer.

Land Office, Elopura, North Borneo, 27th December, 1883.

THE MEDICAL HALL.

ESTABLISHED A.D. 1853.

E. NIEDHARDT, Proprietor.

ANALYTICAL CHEMIST.

IMPORTER OF DRUGS & CHEMICALS, PATENT MEDICINES, PERFUMERY, TOILET REQUISITES, &c., &c.

Manufacturer of Aromatic Waters.

MEDICINE CHESTS SUPPLIED AND REPACKED.

Hongkong, December 31, 1883.

NOTICE.

H. CAMPBELL, late of Foochow, has the honour to inform the Gentry and Public of Hongkong that he intends opening, on or about the 16th Instant, A FIRST-CLASS HAIRDRESSING SALOON, at BANK BUILDINGS, opposite the Hongkong Hotel, where he hopes to merit a Share of Public Patronage.

Hongkong, January 1, 1884.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

QUARANTINE AT EGYPTIAN AND CONTINENTAL PORTS.

ARRANGEMENTS have been made for passing the Company's Steamers through the SUEZ CANAL in QUARANTINE, thus avoiding any detention in Egypt. The Homeward Mails are now being landed at YENICE, but the Quarantine which is still imposed at this and all other Continental Ports prevents the landing of Passengers and those travelling by the Company's Steamers are advised to remain on board the Vessel which calls at Marseilles en route—stopping a few hours only to discharge Cargo—and proceed in her direct to London, thus avoiding all QUARANTINE delays and inconveniences.

The Passengers of the Steamers will be accommodated, and they will not call at MALTA or GIBRALTAR.

A. McIVER, Superintendent.

Hongkong, September 5, 1883.

E. J. DURNY, PROFESSOR OF MUSIC.

LESSONS given on the PIANO and ORGAN.

TERMS MODERATE.

Address, c/o THE "CHINA MAIL" OFFICE.

Hongkong, December 18, 1883.

For Sale.

PERFUMERY.

ELECTRO-PLATED WARE.

CHOICE MANILA CIGARS.

CRYSTAL TABLE WARE.

NEW DINNIE SERVICES.

TABLE DECORATIONS.

NEW DUPLEX LAMPS.

SLOW COMBUSTION GRATES.

FENDERS and TILE HEARTHES.

LOCKS, BOLTS and HINGES.

LAWN MOWERS.

LANE, CRAWFORD & Co.

Hongkong, January 3, 1884.

SAYLE & Co's SHOW-ROOMS.

FOR CHRISTMAS.

LADIES' COMPANIONS.

JEWEL CASES.

INK STANDS.

FANCY PHOTO FRAMES.

FLUSH BAGS.

FANCY ORNAMENTS.

SCENT CASES.

Large Bottles of the Best EAU DE COLOGNE.

CARVED BRACKETS.

WRITING BOXES.

EMBOSSD DOLLAR & LETTER CASES.

POCKET BOOKS and PURSES.

CIGAR CASES.

JAPANESE OIL PAINT BOX.

OAK COPYING PRESS.

DOLLS, DRUMS, PUZZLES.

VICTORIA EXCHANGE, Hongkong, December 20, 1883.

Intimations.

HONGKONG HOTEL.

BREAKFAST—6.30 A.M. to 12.30 P.M. 1.00

DINNER—1.00 to 7.30 1.00

Hongkong, December 17, 1883.

NOTICE.

THE COMMISSION appointed to enquire into certain CHARGES of CORRUPTION which have recently been Publicly made against the OFFICERS of the PUBLIC WORKS DEPARTMENT has commenced its sittings, and all Persons who have any information to give upon the subject matter of its Enquiries are invited to communicate with the SECRETARY. All such Communications if desired will be considered Confidential.

ARTHUR K. TRAVERS, Secretary.

COUNCIL CHAMBER, Hongkong, January 5, 1884.

TO THE COMMUNITY OF HONGKONG.

THE TRUSTEES of St. JOHN'S CATHEDRAL find themselves compelled to appeal to the LIBERITY of Residents here for assistance in providing the Cathedral with a New ORGAN, the instrument for musical purposes being so deteriorated by present use as not to be worth the very extensive repairs which alone could make it serviceable. Its state must have been evident to those who have attended Divine Service for some time back, and it is doubtful whether it can be used much longer.

The Organ was built in 1760 and paid for by public subscription. An Organ ought, doubtless, to last much longer than 23 years in a good climate, but, besides the fact that the instrument seems to have been made in the first instance of selecting a cheap instrument, in 1860 makers knew even less than they do now about guarding against the effect of tropical heat and damp. Moreover, by the unfortunate clogging up of a roof gutter during a typhoon some years ago, the interior of the Organ (even then beginning to break up) was deluged with water.

It is proposed to give the order to Messrs. WALKER & SONS, who have just successfully erected a fine Organ at Shanghai, and whose representative has himself seen the damage (incredible to the workman who has never been out of England) which years of this climate are capable of effecting.

The cost of an Organ suited to the Cathedral, laid down in Hongkong, and including the expenses of a skilled workman to come out and put it up, is estimated at £2,000, say \$12,000. This sum will not be regarded as extravagant if it is borne in mind that pipes which in England are made of deal glued together, have, for the East, to be made of mahogany, seasoned with brass screws, everything else being similarly modified. An Organ so prepared should last, with proper care and occasional removal of perishable parts, fifty or sixty years even in this climate.

It is evident that such a sum as \$12,000 cannot be provided out of the current revenue of the Cathedral, which only meets, and even that with difficulty, the current expenses. The Trustees feel assured, however, that the Community will not feel disposed to see the only considerable Organ in the Colony disappear from our midst, and they make this Appeal not doubting to meet with the same success as their predecessors a quarter of a century ago.

Contributions may be forwarded to the Cathedral Treasurer, General Post Office, Hongkong, December 31, 1883.

Intimations.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A Second and Final BONUS of Five per cent. on Contributions, and a DIVIDEND of SEVENTEEN DOLLARS and TWENTY-NINE CENTS per Share for the year 1882, will be Payable on MONDAY, the 22nd Instant.

WARRANTS may be had on application at the Office of the Society on and after that date.

By Order of the Board, DOUGLAS JONES, Acting Secretary.

Hongkong, October 22, 1883.

HONGKONG & SHANGHAI BANKING CORPORATION.

THE FOURTH and FINAL CALL of £10 Sterling per Share on the 20,000 SHARES, NEW ISSUE of this CORPORATION, will fall due on the 31st DECEMBER CURRENT, in London, Calcutta, Bombay, Shanghai and Hongkong.

REGISTERED SHAREHOLDERS entitled to NEW SHARES, are requested to Pay, at the respective OFFICES, the above Call or its equivalent in the Currency of the above-named places.

PROVINCIAL CERTIFICATES are being issued in Exchange for the First Call Receipts, which are to be surrendered to the Bank. HOLDERS of PROVINCIAL CERTIFICATES, when paying this Call, will please send same to this Office of Exchange for Hongkong.

The Rate of Exchange for Hongkong is fixed at 3/6 d. or \$33.93 per Share.

INTEREST at the Rate of 7 per cent. annum will be Charged on Calls unpaid on the 31st DECEMBER.

By Order of the Court of Directors, T. JACKSON, Chief Manager.

Hongkong, December 13, 1883.

SEE WOO, TAILOR, DRAPER & OUTFITTER.

No. 55, QUEEN'S ROAD CENTRAL, has just received by French Mail, CHRISTIE'S BLACK, BROWN AND DRAB FINE HATS, AND TWEED HATS, (of all shapes).

All kinds of PERFUMES and TOILET SOAPS.

All Sorts of GENTLEMEN'S WINTER CLOTHING, &c., &c.

Hongkong, December 3, 1883.

For Sale.

C. L. THEVENIN, WINE AND SPIRIT MERCHANT.

HONGKONG HOTEL BUILDING, HAS FOR SALE

A Fine Assortment of WHITE and RED BURGUNDIES—GRAND HENRI, CHATELAIN, POMMARD, RICHARDON, CHABLES, PONS and QUARTZ, &c., &c.

OLD PORT, SHERRY, WHISKEY, COGNAC, Assorted LIQUEURS and SYRUPS; PERFUMERY, &c., &c.

Hongkong, October 17, 1883.

NOW ON SALE.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT.

BY DR. E. J. EITEL.

CROWN OCTAVO, PP. 1018.

HONGKONG, 1877-1883.

Part I. A-K, \$2.50

Part II. K-M, \$2.50

Part III. M-N, \$3.00

Part IV. N-Y, \$3.00

A Reduction of ten per cent. will be allowed to purchasers of Ten or more copies.

This Standard Work on the Chinese Language, constructed on the basis of Kangxi's Imperial Dictionary, contains all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purposes of a philological guide to the student.

A Supplement, arranged for being bound up by itself, and containing a List of the Radicals, an Index, and a List of Surnames, will be published and sold separately.

LANE, CRAWFORD & Co.

Hongkong, January 15, 1883.

FOR SALE.

JULES NUM & Co's CHAMPAGNE.

Quarts \$20 per 1 doz. Case.

Pints \$21 per 2 doz.

GIBB, LIVINGSTON & Co.

Hongkong, December 20, 1883.

RODERICK DEU WHISKY.

A Pure, Fine-Flavoured Blend, Equal in Bouquet and Style to the Finest FRENCH BRANDY.

Sole Agent, Hongkong, C. L. THEVENIN.

Hongkong, October 19, 1883.

FOR SALE CHEAP.

FIVE Hundred to Six Hundred Tons COKE and COAL TARS, in lots to suit, from one ton upwards.

CHOY CHEW, 230, Praya Road.

Hongkong, Jan 18, 1884.

THE REPORT of the TRIAL of LOGAN at CANTON.

which appeared in the China Mail has been printed in PAMPHLET FORM, and is now on Sale—Price, 30 CENTS.

Hongkong, October 8, 1883.

To Let.

GODOWNS-TO LET.

PRAYA EAST AND WINGHAI ROAD. For Particulars, apply to SIEMSEN & Co.

Hongkong, April 26, 1882.

TO LET.

THE PREMISES now occupied by us, No. 11, QUEEN'S ROAD CENTRAL, for further Particulars apply to Messrs. RUSSELL & Co.

GEO. R. STEVENS & Co.

Hongkong, August 1, 1883.

TO LET.

A GODOWN, in BLUE BUILDINGS. Apply to G. P. CHATER.

Hongkong, January 5, 1884.

TO LET.

(With Immediate Possession.)

N. O. 25a, PRAYA CENTRAL, suitable for OFFICES.

Apply to ARNHOLD, KARBURG & Co.

Hongkong, January 5, 1884.

TO LET.

N. O. 25b, PRAYA CENTRAL, No. 8, SEYMOUR TERRACE.

Apply to DAVID SASSOON, SONS & Co.

Hongkong, January 2, 1884.

Shipping.

Steamers.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for CHEFOO, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship "Tientsin," will be despatched as above on or about the 10th Instant.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, January 9, 1884.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship "Kwangtung," will be despatched for the above Ports on FRIDAY, the 11th Instant, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, January 9, 1884.

THE AUSTRALASIA, CHINA, JAPAN AND STRAITS-STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND and TASMANIAN PORTS, NEW CALEDONIA and FIJI.)

The Steamship "Napier," will be despatched on or about FRIDAY, the 11th Instant, at 11 a.m., instead of as previously advertised.

For Freight or Passage, apply to RUSSELL & Co., General Managers.

Hongkong, January 7, 1884.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship "Ulysses," will be despatched on or about the 12th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 4, 1884.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship "Ulysses," will be despatched on or about the 12th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 8, 1884.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship "Ulysses," will be despatched on or about the 12th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 8, 1884.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship "Ulysses," will be despatched on or about the 12th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 8, 1884.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship "Ulysses," will be despatched on or about the 12th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 8, 1884.

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for CHEFOO, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship "Cyclops," will be despatched on or about the 13th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 7, 1884.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, DONIA, TASMANIA and FIJI.)

The Eastern and Australian Steamship Co.'s Steamship "Catterthun," will be despatched as above on TUESDAY, the 15th January, at 4 p.m. Parcels of all which must be sent to our Office will be received up to 4 p.m. of MONDAY, the 14th January. Contents and value of the Packages must be declared.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, January 8, 1884.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship "Wingung," Capt. A. B. MacTavish, will be despatched for the above Ports on WEDNESDAY, the 16th Instant, at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, January 9, 1884.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship "Wingung," Capt. St. Croix, will be despatched for the above Ports on WEDNESDAY, the 16th Instant, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, January 9, 1884.

Sailing Vessels.

FOR SAN FRANCISCO.

The 3/3 L.L.I. American Ship "Frederick," Capt. J. B. Carver, will load here, and meet with quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, December 22, 1883.

For Sale.

MACLEWEN, FRICKEL & Co.
No. 53, Queen's Road East,
(OPPOSITE THE COMMISSIONARIAT)
ARE NOW LANDING
FROM AMERICA.

CALIFORNIA
COMPANY'S BISCUITS in 5 lb
—tins, and loose.
Soda BISCUITS.
Assorted BISCUITS.

Small HOMINY.
Cracked WHEAT.
OATMEAL.
CORNMEAL.
TOPOCAN BUTTER.
Apple BUTTER.
Eastern and Californian CHEESE.
CORNED BEEF.
Prime HAMS and BACON.
Eagle Brand Condensed MILK.
Family BEEF in 25 lb cans.
Beau Ideal SALMON in 5 lb cans.
Canning's Dessert FRUITS in 2 1/2 lb cans.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage MEAT.
Stuffed PEPPERS.
Assorted SOUPS.
Richardson & Robinson's Celebrated Potted MEATS.

Lunch HAM.
Lamb's TONGUES.
Clam CHOWDER.
Fresh OREGON SALMON.
Dried APPLES.
TOMATOES.
SUCROFASH.
Maple SYRUP.
Golden SYRUP.
LOBSTERS.
OYSTERS.
HONEY.
Assorted JELLIES.
Green CORN.

FAIRBANKS' SCALES.

400 lb. Capacity.
600 lb. " "
1,000 lb. " "
1,500 lb. " "

CORN BROOMS.

OFFICE HIGH CHAIRS.
AXES and HATCHETS.

AGATE IRON WARE.

WAFLE IRONS.
SMOOTHING IRONS.

PAINTS and OILS.

TALLOW and TAR.
VARNISHES.

DEVOE'S NONPAREL

BRILLIANT
KEROSENE OIL,
150° test.

Ex late Arrivals from

ENGLAND.

A LARGE ASSORTMENT OF

STOCKS,
including:

CHRISTMAS CAKES.
PLUM PUDDINGS.
MINCEPIES.
ALMONDS and RAISINS.

Crystallized FRUITS.
TAYLOR'S ASSORTED FRUITS.
Pudding RAISINS.
Lancie CURRANTS.

Fine YORK HAMS.
PICNIC TONGUES.
PATE DE FOIE GRAS.
SAVORY PATES.

FRENCH PLUMS.
BROWN.
FRANK'S FOOD.
CORN FLOUR.

SPARTAN

COOKING STOVES.

HITCHCOCK HOUSE LAMP.
PERFECTION STUDENT LAMP.

CLARETS.
CHATEAU MARGAUX.
CHATEAU LA TOUR, pints & quarts.
JMS. GRAVES.
BREAKFAST CLARET, " "

SHERRIES & PORT.
SACON'S MANZANILLA & AMON-
TILLADO.
SACON'S OLD INVALID PORT
(1848).
HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.
1 and 3-star Hennessy's BRANDY.
Bisquit Dubouché & Co's BRANDY.
FINEST OLD BOURBON WHISKY.
KIRBY'S LL WHISKY.
ROYAL GLENDEE WHISKY.
BOON'S OLD TONIC.
E. & J. BURKE'S IRISH WHISKY.
ROSE'S LIME JUICE CORDIAL.
NORTLY FRUIT & CO'S VERMOUTH.
EASTERN CIDER.
CHARTREUSE.
MARASCHINO.
CURACAO.
ANGOSTURA, Bitter's and ORANGE
BITTERS, &c., &c.

BASS'S ALE, bottled by CAMERON and
SANDHUS, pints and quarts.
GUINNESS'S STOUT, bottled by E. &
J. BURKE, pints and quarts.
DRAUGHT ALE and PORTER, by the
Gallon.

ALE and PORTER, in hogheads.

SPECIAL SELECTED

CIGARS.

Fine New Season's CUMSHAW TEA, in
5 catty boxes.
BREAKFAST CONGOU @ 25 cents p. lb.

MILNER'S PATENT FIRE-PROOF
SAVES, CASH and PAPER
BOXES, at Manufacturer's Prices.

Hongkong, December 1, 1883.

Mails.

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE S.S. ARABIC will be despatched
for San Francisco, via Yokohama,
with the option of calling at Honolulu,
on SATURDAY, the 12th January, at 3 p.m.
Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.
All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.
Returning Passengers, who
have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 20% from Return Fare; if re-embarking
within one year, an allowance of 10% will
be made from Return Fare. Pre-Paid Re-
turn Fare, will be issued at a discount of 25%
from Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.
Consular Licenses to accompany Over-
land, Mexican, Central and South American
Cargo, should be sent to the Company's
Office addressed to the Collector of Customs,
San Francisco.
For further information as to Freight
or Passage apply to the Agency of the
Company, No. 50A, Queen's Road Central,
Hongkong, January 9, 1884.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ, ISMAILIA,
PORT SAID, SYRIAN PORTS,
NAPLES, MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO
BOMBAY.

ON TUESDAY, the 15th January,

1884, at Noon, the Company's
S.S. A.P.A. Commanded by D. P. & Co.
with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.
Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.
Shipping Orders will be granted until
Noon of 14th January, 1884.
Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m. on the
14th January, 1884. (Parcels are not to
be sent on board; they must be left at the
Agency's Office.)
Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.

I. MARTIN,
Acting Agent.

Hongkong, January 4, 1884.

Notices to Consignees.

COMPAGNIE DES MESSAGERIES
MARITIMES.
NOTICE TO CONSIGNEES.
CONSIGNEES of the following Cargo
are requested to send in their Bills of
Lading to the Undersigned for counter-
signature, and to take immediate delivery.
(This Cargo has been landed and stored at
their risk and expense.)
No Fire Insurance has been effected.
Ex Djumuh.
L. 240 (in dia.)
R. M. No. 913—1 sack Wine, from Mar-
seilles.

I. MARTIN,
Acting Agent.

Hongkong, January 9, 1884.

Mails.

MITSU OSHI MAIL STEAMSHIP
COMPANY.

STEAM TO NAGASAKI AND KOBE,
VIA INLAND SEA.
(Taking Cargo and Passengers for YOKO-
HAMA.)

THE S.S. TAKACHIMO MARU, Capt.
Nym, due here on or about the
14th instant, will be despatched as above
on FRIDAY, the 18th January, at 4 p.m.
Cargo received on board and Parcels at
the Office up to 1 p.m. of day of sailing.
No Bill of Lading signed under \$2
Freight.
All Claims must be settled on board
before delivery is taken, otherwise they
will not be recognized.
Cargo and Passengers for Yokohama
will be transhipped to the Shanghai Mail
Steamer at Kobe.
For further Particulars, apply at the
Company's Office, Fray Central, Ground
Floor of Messrs. Russell & Co.
H. J. H. THOMP,
Agent.

Hongkong, January 8, 1884.

Insurance.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

THE Undersigned, Agents of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & Co.
Hongkong, January 1, 1884.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A.D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—

Marine Department.
Policies at current rates, payable either
here, in London, or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates.

Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Insurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNHOLD, KARBURG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1884.

THE STRAITS INSURANCE COM-
PANY, LIMITED.

THE Undersigned having been appointed
Agents for the above Company are
prepared to GRANT POLICIES of MARINE
RISKS to all parts of the World, at current
rates.

ARNHOLD, KARBURG & Co.
Hongkong, November 5, 1883.

NOTICE.

QUEEN FIRE INSURANCE COM-
PANY.

THE Undersigned are prepared to accept
Risks on Fire and Marine Goods at 1
per cent. net premium per annum.

NORTON & Co., Agents.
Hongkong, May 19, 1881.

SHARE LIST.—QUOTATIONS.

JAN. 10, 1884.

Stocks, No. of Shares, Value, Paid up, Reserve, Working Account, Last Dividend, Dividend, Cash.

BANK OF CHINA, Ltd. 1,000,000 12 1/2 12 1/2 3,198,335 52,603.02 22 18 1/2 = \$351 1/2

HSBC BANK, Ltd. 1,000,000 12 1/2 12 1/2 3,198,335 52,603.02 22 18 1/2 = \$351 1/2

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Entertainment.

THEATRE ROYAL,
CITY HALL.

DAVIS & D'ANGELO, Lessees.

THIS EVENING,

Thursday, 10th January, 1884.

By Special Request,
MESSRS. GILBERT & SULLIVAN'S
LATEST AND MOST SUCCESSFUL
COMIC OPERA,
"IOLAN THE,
OR
THE PEER AND THE PERL."

DRAMATIST PERSONS.

THE LORD CHANCELLOR—Mr. Jeff D'Angelo.

EARL TOLLIVER—Mr. F. W. Oakland.

EARL OF MONTAIGNE—Mr. C. J. Barber.

PRIVATE WILKINSON—Gentleman Amateur.

STREPTON (an Arca-
dian Shepherd)—Mr. Stephen's Mother.

QUEEN OF THE FAIRIES—Miss Minnie North.

LOLANTA—Miss Dolly Loftus.

PHYLLIS (an Arcadian
Shepherdess)—Local Amateur.

WARD in Chancery—Miss Victoria Loftus.

CHORUS OF DUKES, MARQUISES, EARLS,
VISCOUNTS AND FAIRIES.

CORRECT COSTUMES
from the Original Designs.

BEAUTIFUL SCENERY FROM THE LONDON
MODELS, prepared by
MR. C. J. BARBER AND ASSISTANTS.

THE GRAND MARCH OF THE PEERS WITH
FULL BRASS BAND.

Instrumental Music under the direction of
PROF. WILLIAM BLAKENBY.

Act 1st.
A R C A D I A.

Act 2nd.
THE PALACE YARD, WESTMINSTER.

Box Plan at Messrs. KELLY & WALSH'S,
where Seats may be secured.

J. CHAS. DAVIS,
Manager.

Hongkong, January 10, 1884.

CAPORAL CIGARETTES.

A SUPPLY of the above in Good Order
has just been received.

A. S. WATSON & Co.,
Hongkong Dispensary.

Hongkong, January 2, 1884.

To-day's Advertisements

FOR LONDON VIA SUEZ CANAL.

The Steamship
"Glenary,"
Capt. DONALDSON, will be
despatched as above at
Noon TO-MORROW, the 11th instant.

This Steamer has superior Cabin Accom-
modation, and carries a Doctor and
Stewards.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, January 10, 1884.

POSTPONEMENT OF DEPARTURE.

STEAM TO BOMBAY VIA STRAITS.

The P. & O. S. N. Co.'s
Steamship
"Lancaster,"
Capt. COLLETT, will be
despatched for the above
ports on SATURDAY, the 18th inst., at 5 p.m.,
instead of as previously advertised.

At about half past one this morning, one of the Sikh guards in Victoria, Gaol, cut his throat, apparently intending to take his life. He was attended to as soon after the occurrence as possible. Fortunately, he was not successful in inflicting a very severe wound on himself, and he is, we believe, in no immediate danger of losing his life. He has been suffering from a slightly disordered brain for some time past, and he is now being carefully watched.

A verdict of culpable homicide was returned this forenoon by Messrs A. Shepherd, J. H. Smith and A. G. Morris, the jury who were empanelled on the inquest on the body of a Chinese who was shot by the Police during a night raid on a widow's house in British Kowloon. The man who was shot at the same time as deceased and who was found hidden under some bushes thirty hours after the occurrence, is, we believe, progressing favourably under the medical treatment he is receiving at the Government Civil Hospital. From the evidence given at the inquest, there could be little doubt that the Police were justified in firing on the robbers, whose presence was only made known to the Sikhs by their being shot at.

The same jury returned a verdict of accidental death in the inquest on the body of a boy who was killed by a stone falling upon him while he was engaged cutting earth for a Government contractor at Yau-ma-tei. The accident could hardly have been foreseen, a portion of a huge stone, whose foundations were firmly imbedded in the earth, suddenly falling apart for the main body and rolling on to deceased, who was working below.

The captain and mate of a steamer which recently arrived in Sydney, were very good friends at sea. One day, when the latter had been elevating his little finger, and toasting off several varieties of "chief mate's nips," the captain, who prided himself on the completeness of his log, entered on that sacred tome, "mate drunk to-day." The mate, determined to show that his regard for the truth was not exceeded by that of the captain, on the following day made this entry: "Captain sober to-day. Humph!—Sydney Bulletin.

Those who are alarming themselves and their neighbours by dreadful pictures of the Mahdi in full march on Cairo and Alexandria will do well to note that M. de Lessop, who knows something about Egypt, entirely scorns the idea that the Nile Delta is in any danger. "If the Mahdi attempted to cross the Nile," says M. de Lessop, "his army would lose all cohesion. If he attempted to march to the confines of Upper Egypt, but with an army that would be the source of its own destruction. Artillery would then finish it. To this we may add the obvious fact, that the Mahdi would have the very greatest difficulty in inducing any of his tribes to follow him so far north. It is one thing to punish the soldiers of your own and another to undertake the conquest of the world."—Pall Mall Gazette.

Two Shanghai Shen-pao of the 4th January has a paragraph, which shows that there has been a great run on the native banks in Peking. Four of the principal banks are named Hang-hing, Hang-lo, Hang-ki, and Hang-yuen; the Chinese character [H] hang, which forms part of the name of each of these banks, signifying that they have been long in existence; and these banks are known as the largest and most reliable in the city. Since the bankruptcy of Hoo Tze-tai's bank, Yui Khong, there has been a great demand for ready money, and the depositors in the Peking banks thought it was time to exchange their notes and drafts for cash. On the 4th and 5th last Chinese month, there was a run on these banks, and the streets were crowded with people eager to get notes and drafts exchanged; they were crowding shoulder to shoulder in the banks, and the cashiers and their assistants were so busy paying out money that they had barely time to repeat their calculations on the counting boards. After a few days, the officials heard of the run on the banks, and knowing that there was not the least fear of the bankruptcy of the banks, as they are kept by respectable and wealthy persons, and that the banks are not short of ready money, the panic would become worse, they sent runners to each of the banks to keep the people in order, and caused proclamations to be posted at the banks to the effect that people desiring a few taels or several tens of taels should be paid in full; on drafts of 100, only 75 would be paid at once; and on drafts of 1,000 and upwards only 10 per cent; the balance to be paid from time to time according to further proclamations.—Shanghai Courier.

Northwesterners that Labouchere has stigmatised Irving Bishop, the "mind-reader," by almost every word in the language that is synonym for impostor; has braved him with bets, and defied him to libel action; yet an account of one of his stunts in a reliable paper can hardly be too good for the public. It was at Dublin. For three nights he had gone through a round of successes; but, on a hot Saturday evening, he failed to read the number of a bank-note, after several tries. In the early part he had exhausted his physical strength showing the Davenport tricks; and a medical examination on the stage showed him weak and gasping, with a pulse at nearly 180. This was most deleterious to the mental work that was to follow. After a few minutes' interval he came before the audience more like a ghost than a human being. His voice, usually full, clear and rich, was scarcely audible; his eyes shone brilliantly from his pallid face, and his manner betrayed a painful restlessness. In his quest of the hidden pin he was immediately successful; in localising an imaginary pain he was several times wrong, but finally right. He was growing more and more excited, and it was evident, was making a desperate effort to hold on to the end. Then, when he failed repeatedly in his attempt to read the number of the bank-note, everyone saw that his strength was yielding and cries of "Enough, enough!" filled the house. A glass of water was given to him, and again he tried, and again failed. On leaving the theatre he was accompanied by a crowd of men who were shouting and cheering, and for some hours lay between unconsciousness and death. Bishop's doctors say he will not be able to appear again for a long time in public. Many conceive that the failure is a greater proof of genuineness than there would be if he were successful.—Sydney Bulletin.

NOTES BY THE WAY.

The word "Gauh" referred to by your London correspondent as being in every vulgar mouth in the Metropolis at the present time, may, I think, be taken to be the English equivalent of the Chinese expression "Hy-yah." When he is astonished the Chinaman exclaims "Hy-yah"; when he is disgusted his feelings still find vent in the same dissyllable, while as condensed sarcasm, with wide applicability, "Hy-yah" is supreme.

With five, non-official members of the Legislative Council, as against seven official ones, we enjoy a greater measure of representative government than does Gibraltar—a British possession situated very similarly to Hongkong. In Gibraltar, I read, there is no Council or Cabinet of any kind, and the place is, to all intents and purposes, under despotic rule. There is, however, a body called the Sanitary Commissioners discharging duties on the Rock. The authorities of Gibraltar are just as much worried with the revenue authorities of the mainland as we are here; indeed it is said that most of the inhabitants of Gibraltar and of the adjacent country on the mainland live simply by smuggling, corrupt Spanish officials conniving at the unlawful trade.

I hear that the Loftus Troupe have in preparation *Les Cloches de Corneville*. This opera is, in my estimation, the queen of the lighter operas. The music is charming; there are some extremely pretty solos, notably "Silent Heroes," with its effective chorus; and there is also a good plot, with a dash of the tragic in it, particularly the scene where the miser is surprised counting his hoarded gold. "Gobbo" and the "Bailie" are most laughable characters. With the assistance of the amateurs the Loftus Troupe should be able to give an excellent representation of the opera, and I venture to predict it will be the most popular piece placed before the community by the Company.

A propos of my recent remarks on the Hamburg lottery, I notice that a respectable home paper asserts that it is a lottery drawn with unimpeachable fairness, so far as the City of Hamburg is concerned. Two children from the Municipal Orphanage attend, it is said, on a given day at the Town Hall. They take the prize numbers out of two revolving wheels in succession, handing them as they do so to two clerks, who read out the number and the prize drawn with it, and then register them in the presence of a committee of scrutineers.

You were good enough to hand over to me sometime ago two very singular circulars which had been sent to your office, and which I suppose you thought could be best commented upon in my weekly notes. One of these valuable sheets was headed "Economic discovery, by means of which a saving of 200,000,000, 000 francs a year may be effected by mankind. Mankind, individually and collectively, must be interested in effecting such a tremendous saving, and I commenced to read with some interest the particulars of the great discovery, especially when I found the author—Mr. F. Mastrodo meolo, an Italian—had taken the trouble to bring his scheme before most of the governments of civilized countries. The scheme is set out at two great a length to enable me to reproduce it in detail. After stating, however, that the author complains of the great waste of labour, I may indicate the general scope of the scheme by giving the following extracts:—

One means alone exists to remedy this evil and produce universal prosperity and well-being and that is to found a colony in each province or district in which a number of workmen, artisans, professors and artists of every kind may live united, and choose from among themselves a governing body, to direct their common labours and distribute and dispose of the products of their common toil and talent. All commercial operations to be strictly directed to the general good and advantage of all, by the interchange of the various products of each colony.

To carry out my plan all that is necessary is to purchase an extensive tract of land and the necessary implements of labour. The requisite capital may be furnished by the persons themselves who desire to form part of the colony.

The products of the labour and skill of each, to be brought to one common store and there sold to the public at prices to be fixed by the directors of the colony, and without fraud or deceit of any kind; all purchases and sales to be effected by means of a paper currency to be established exclusively by the colony.

Each year a balance sheet will be struck, the negatives cleared out, and every thing sold and the net proceeds equally divided among all, after paying all taxes due to the Government; so that the individuals composing the colony shall be free from all impost or taxes of every kind.

This scheme seems to me to be a slight variation of the principle that there should be an equal distribution of property; that the lazy, in fact, should share as well as the industrious, and the great incentive to work and usefulness—the acquisition of the good things of this world—be destroyed.

If the net proceeds from the products of these happy communities described are to be equally divided, the author does not tell us what earthly inducement there is for any member of the community to exert himself in getting a living. The scheme is of course the product of a man with a defective brain, but his lucubrations read no translated into nearly every European language, and with the assurance that he has worried the leading statesmen

in nearly every civilized country with his notions.

The other article sent by the author is a statement of a discovery he has made, but not yet put into practice; of navigating a balloon in the air against the wind. I believe you have already published it, and I dare say your readers were amused by its absurdity.

A report is going round that Mr McEwen has thrown up his engagement as Superintendent of Police at Shanghai, but I have not yet been able to verify it.

I believe the teachers and other connected with the Central School are still somewhat sore over the statement made by the Bishop, in his speech at the distribution of prizes at St. Paul's College, to the effect that the pupils were in the habit of yelling during Chinese studies. I am told there is no yelling during such studies.

It is evident from the lengthy correspondence you published last night from Tonquin that the capture of Sontai and its outworks was a pretty easy achievement by the French. The Citadel of Sontai itself, and the small fortress beyond it, were apparently occupied without a blow being struck. In short the French went, saw, and conquered without a great loss of troops, and without serious difficulty. At the same time, the fact remains that the enemy have only suffered a loss of 2,000 men. The bulk of the defenders of Sontai are still at large, ready no doubt to seize a favourable opportunity to harass the French, when the latter advance up the Red River. It is fully a hundred miles from Sontai to Lao Kay, the headquarters of the Black Flags.

I do not think, myself, the French will undertake any further important military operations, either in the neighbourhood of Sontai or Bac-ninh, until the additional heavy reinforcements arrive about the end of the present month. According to the telegrams a reinforcement of 3,000 men left Tonkin on the 23rd of last month for Tonquin, under the command of General Milot, and a similar number of men were to be despatched from France for the same destination about the middle of the present month. Reinforcements numbering over 1,000 men reached Haiphong about a week ago, and these, with the 3,000 to arrive at the end of the current month, will still the French force in Tonquin by about 4,000 troops. When these reinforcements are all on the spot in the beginning of February, the French commander may consider he has troops sufficient to attack Bac-ninh and to pursue the Black Flags at Sontai to their distant lairs without waiting for the 3,000 men who have not yet left France.

You published a few days ago an article on the "Difficulties of Neutrality," extracted, I believe, from the *Pall Mall Gazette*. The burden of this article was that, in the event of a war occurring between France and China, the former power would be unable to send transports and war vessels out to the Far East for want of coaling stations en route. British ports being necessarily closed to such vessels under the neutrality laws. It seems to me the writer of this article left out of calculation two or three important points. One is that the French have already in these waters a sufficient fleet of war vessels to carry on operations against China, and another is that, so far as I can see, there would be nothing to prevent the French from getting their coal from coalliers en route, the coalliers being despatched from France to visit the men-of-war in mid-ocean at stated places. Coaling stations, with ample supplies of coals, could be established at Saigon and Haiphong; and I rather think the French would seize one or two places on the Chinese coast and turn them into coal depots.

CUTLIE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.
(Before the Full Court and a Special Jury.)
Thursday, Jan. 10.

ASOAR AND REMAIL AND THE ORIENTAL BANK CORPORATION v. MICHIGNE & CO.—REPLEADING.
The Attorney General (the Hon. E. L. O'Malley), appeared for the plaintiffs, and Mr. J. J. Francis represented the defendants.

The following gentlemen were empanelled as a jury:—Messrs E. George, A. E. Vaucher, P. A. de Costa, J. Bell-Iving, F. D'Assis Gomes, J. A. dos Remedios and T. L. Rose. This action, which was brought to recover the sum of \$1,000 in compensation for loss sustained on the sale of a quantity of opium alleged to have been damaged through defendants' negligence in storing it improperly, was concluded to-day by the jury returning a verdict in favour of plaintiffs for \$1,000 by a majority of six to one.

How much pleasanter this world would be to live in were it as easy to go to bed at night as it is to remain there in the morning, and as easy to get up in the morning as it is to talk of getting up when you go to bed!

A JOURNALIST some time ago offered a school prize for the best essay on "Honesty." Of the twenty-three responses received a large proportion proved to have been stolen; and one, a poem, was stolen entire.

Police Intelligence.

(Before A. G. Wier, Esq.)
Thursday, Jan. 9.

ASSAULT ON A RELEVANT.

George Steinfield was summoned by Tain Achi to an assault.

Complainant stated that he was an assistant cook to defendant. Yesterday morning the house cook came to the cook room for kitchen, and gave him several blows. He did not know why (showing black eye) defendant did this. He said he had also a lump on his head, and his lip was cut.

Defendant said:—I sent the houseboy to fetch water and the complainant gave him some cabbage water. I asked him why he did it and he laughed at me, and used a vulgar expression in Chinese and I struck him.

Defendant was fined \$10. The fine was paid.

A BODILY "DUFF."

George Steel, Private in the Buffs, was charged by Mr. Achi with being drunk and damaging property of the value of \$1.

At eight o'clock yesterday evening, Steel, according to complainant's story, entered the Wang Hing Chong shop in Wellington Street, and knocked a lamp off the counter with his arm, and attempted to beat the people. The police were called in.

Defendant admitted being drunk.

Lieutenant Jarrett gave defendant a good character. Defendant was fined 50 cents and also ordered to pay 50 cents amends for damage. The sums were paid.

TOO MUCH LIQUOR.

Patrick Malone, an unemployed man, was convicted and this morning sent to prison as a vagrant and a vagabond for being drunk and disturbing the peace in Queen's Road Central, by Sikk Constable 608, who arrested him and took him to the Central Police Station. Malone had three previous convictions against him.

Honry Hamout, seaman of the steamship *Arabic*, was again before the Court this morning, charged by P. A. Aki, P.O. 100, with being drunk and incapable. The constable found Hamout lying on the Lao Kay, the head-quarters of the Black Flags.

I do not think, myself, the French will undertake any further important military operations, either in the neighbourhood of Sontai or Bac-ninh, until the additional heavy reinforcements arrive about the end of the present month. According to the telegrams a reinforcement of 3,000 men left Tonkin on the 23rd of last month for Tonquin, under the command of General Milot, and a similar number of men were to be despatched from France for the same destination about the middle of the present month.

A STRAGGLER.

James Osborne, seaman, from H.M.S. *Flying Fish*, was arrested by P.C. 15 McDonald as a straggler, and was ordered by the Magistrate to be sent on board his ship.

Canton.

(From Our Correspondent.)
Wednesday, Jan. 9.

Affairs here are quiet. The suppression of inflammatory fly sheets has had a most beneficial effect. The work of calling in recruits still continues. The prospect of promotion to official rank is held out to any who manifest skill and valour in the service of their country. The large cities on the sea-board are being called upon to take greater precautions against the probable enemy. At the same time the people are exhorted not to molest foreign residents in China, as there are many from countries which are still on amicable terms with her.

There is some anxiety felt as to probable developments of disorder about Chinese New Year. Some are of opinion that the secret societies may make a move about that time. I don't think there is need for alarm in Canton, as any outbreak on the part of such would most likely take place in the country. The immense expense to which China is committed will tax her resources to the utmost. Two years of the present rate of expenditure, it is thought, would prove most ruinous to China; and compel her to submit to almost any terms. The customary cards, when any money is wanted, are being served on the banks, pawnshops, &c., which proceeding indicates that the authorities have to better themselves to meet current expenses. It is to be hoped that these frictions with foreign countries will prove beneficial to China herself in forcing her to develop her own mineral and other resources. Possibly the immediate effect will be to induce China to increase her foreign debt. Should such be the case China will have to find means to increase her revenue. But of this it is hard to judge, as only receipts from the customs are made public.

I understand that representations have been made by some Chinese official to the Peking authorities requesting that some steps be taken for the permanent protection of Shanghai. In consequence of these a camp has been formed called Taing Wai Ying, or peace-protecting camp, or the camp for preserving peace and ensuring protection.

In consequence of a reflection cast by the Hongkong native papers upon the character of some Christian bannermen the Pastor General has had an investigation and cleared the soldiers from all guilt. I imagine the editors of the native papers would find the General anything but kindly disposed towards them if he could just lay hands on them. It would certainly seem right and be a sharp lesson for them if they could be made amenable to their own laws for a brief period. The liberty of the press is a boon which they know not how to appreciate or use. It does not argue well for any paper that prints an absurd report and then has to acknowledge it is wrong and make profuse apologies the next day. If some enterprising foreigner with knowledge of Chinese and some discretion would be to start a native paper I have no doubt the confidence of the Chinese in newspapers might be restored, a benefit conferred on the people and profit derived by the editor.

Cores.

Chienhuo, Jouchuan, 20th Dec.

I arrived here on the 17th, after a twenty-seven hours' journey from Chienhuo. The port of Chienhuo is a very fine place in summer. The harbour is full of islands, and is a capital place for yachting, though navigation to and from is a somewhat dangerous by the many sandbanks which surround the islands. The rise and fall of the tides between the entrance to the Han River and the harbour is said to be thirty feet and upwards. The view as one enters the harbour is very picturesque; a few ranges of hills run along one side, while on the other are numerous small islands, and here and there are to be seen high mountain peaks covered with snow. The hills are, however, except for a few snow-capped peaks, all bare. On landing I found the place anything but promising. The Customs House is situated between the Japanese and Korean towns. The Japanese Consulate is the only foreign-built house, all the others being in Japanese, Chinese or Korean style. The Japanese buildings being much preferable to the others. No boat came off to the steamer as at other ports, and we had to go ashore in the ship's gig. We got around between two islands, and had to make our way through many small islands, and had to make our way through many small islands, and had to make our way through many small islands.

On the 18th a messenger came in from the Capital announcing that H.E. Herr von Mollerndorf and the Chinese Minister were coming out en route for Fusan, there to settle the difficulties between the Chinese and Japanese ships.

I learn that a Shanghai firm has obtained permission to work a silver mine in Kang Wung Tao province, and that they have already begun it. It is said to be about 400 ft. from here. About half-a-dozen Korean officials of different ranks have come down here from the Capital, and have been making enquiries with regard to the cost of mining machinery, for coal, silver, copper, &c., as they have three mines in their property, and have obtained permission to work them. They are all high officials, and they really appear to mean business; but they will do nothing necessary before proceeding for the purchase of machinery to engage an engineer to prospect the mines, so that they may know what machinery they require. And who will do this work for them on small pay and where are they going to get the money to pay for the work? Without foreign capital!—N.C. D. News.

THE TRIBUTE OF THE KING OF ANNAM.

Dr Legge writes as follows to the editor of the London Mail:—

Sir—Mr W. H. Wilkinson, now of the Consular service in China, and formerly the Chinese scholar here, sent me some time ago a translation by himself of the *Peking Gazette* for 1883. In the *Gazette* of December 25 I find an account of the last tribute sent by the King of Annam to the Emperor of China, with his accompanying letter, which I beg to send to you, hoping it will be able to give them a place in the *Mail*. I do not think that they have appeared in this country, and they will be interesting to many readers at the present juncture. All communications between Annam and the Imperial Court are made through the Governor of Kwangsi, and in the *Gazette* of May 6 there appear the preliminary correspondence and arrangements about the despatch of the tribute, which took place seven months later. I am, yours sincerely, James Legge, Professor of Chinese.

The Governor of Kwangsi announces the arrival of a tribute mission from the King of Annam within the frontiers of Kwangsi, charged with the conveyance of articles of tribute and letters to His Imperial Majesty, copies of which he appends to his memorial.

"Yuan Fu Shih, King of Annam, your Majesty's humble servant, bows his head and reverently addresses your Majesty in the matter of the respectful preparation of a tribute mission to the Emperor of China, the tribute duty being near at hand.

"My nation, a tribute State from time immemorial, has been graciously confirmed in its possession by you. It has been claimed that the tribute duty shall recur once in four years without change. On each occasion offerings have obediently been sent. On the 8th day of the last Moon of the sixth year of Kwang Hsi, the appointed time having come round, I requested, through a Governor of Kwangsi, your permission to send a tribute mission, and I have now the honour to send you the tribute duty being near at hand.

"Now the day is at hand (once more), and I am again permitted to send my offerings; truly this is because you have deigned to be so gracious to me, and I have the hearts of my subjects are satisfied and grateful. As in the duty of a vassal prince going from afar at the Heavenly abode, I have entrusted to my envoy, Yuan Shu, and others, various offerings to be next year presented to your Majesty, and I have now the honour to send you the tribute duty being near at hand.

"List of articles of tribute:—1. Two elephants' tusks. 2. Two rhinoceros' horns. 3. 45 grains of betel nuts. 4. 45 grains of ginseng. 5. 6000z of sandal wood. 6. 3000z of ginseng wood. 7. 100 pieces of native silk. 8. 100 pieces of white silk. 9. 100 pieces of raw silk. 10. 100 pieces of native cloth.

The King of Annam to the Emperor of China.

"Now, as I look up and see on the northern horizon a mounting light, the south wind and its golden gifts of happy omens. Over the countless ridges of a thousand hills for thousands of li we hold our faithful course, our heads, like the sunflower, still turned to the sun of our country.

"I have recently sent a letter of congratulation; I think, at this happy time, when the sky is unclouded, when the remotest corners of ocean have heard the softening influence of a common language, how that the 'southern lands of fire' too, have been made to feel their rights and obligations. As I reverently send these before me and kindly incense, I fly in spirit to the Heavenly Palace. I think, in all lowliness, of your Majesty as of the sun shining unceasingly along a pathway whose brightness increases ever, of a sovereignty filling the first place under Heaven and upholding the teaching of the 'Ch'un ch'iu,' that unity is of more worth than might alone, as of one who by love to the vassal princes and tenderness to those from afar fulfils the rule of the 'Ch'un ch'iu,' as of him who has received the Divine commission to govern the nine

COAL FOR FRENCH WAR SHIPS.

The London Daily Telegraph has the following article regarding the position of Singapore and Hongkong as coaling ports, in the event of war breaking out between France and China:—

Singapore and Hongkong are the two nearest coaling stations of importance to Tonkin, with the exception of Saigon. That French port may, however, be dismissed with this remark, that it is out of the way of merchant vessels generally, and has never anything like a large supply of fuel in its warehouses. The great coaling station of the East is Singapore. It is a beautiful harbour, a harbour rivaling in splendour of scenery any place in the world, with the exception of Nagasaki in Japan, the traveller finds himself in front of a wharf on which more coal is stacked than he can carry in his arms either at home or abroad. So vast are these stores that it is possible for a couple of steamers like the *Striding Castle* and *Glenale* to be coaled at once, as they were in May of this year, one taking 1,800 and the other 1,600 tons, without making any appreciable change in the piles of fuel which Singapore possesses. There are French and Oriental steamers, big ships of the Glen, Messageries Maritimes, Holt, Jardine Matheson, Butterfield, and Swire, British India, China Trading Company, and many another line, all filling up with coal at once, but the stock never seems to grow less. As fast as the ships take it away others bring it, and so the hoarding of huge piles of fuel goes on, and money pours into the pockets of the fortunate factors whose business it is to buy and to sell coal.

Now Singapore belongs to England, and is one of her most flourishing colonial possessions. Under the experienced and clever rule of Sir Frederick Weld it has saved so much money that it is nearly beginning to aid its sister towns, Malacca and Penang, in works of public utility. And it is in every sense a British port. It is for international trade to say how far English merchants may supply coal to French war ships or transports directed towards the Chinese coast for the purpose of hostile operations. But supposing that will be able to give them a place in the neutral law—which there is no reason to assume she would do—there is this fact to remember, all the coals which carry the coal on board ships at Singapore are Chinese. Not one Malacca, in a score may be found amongst the great quantities of naked gentlemen, who, under a sun which almost melts a European, carry bags of coal up the ship's sides and empty them as comfortably as though they were working in a cold climate and required a little exercise to keep them warm. The boats all wear the pigtail, and are sons of the Celestial Empire, with their attachment to it, and imbued with a deep dislike to Frenchmen at all times. When the two ships just mentioned, namely, the *Striding Castle* and the *Glenale*, have been coaled, these coals were able, although the steamers were also being supplied at the same time, to put the 3,400 tons aboard in about eight hours. But then they worked with two incentives, one that of money, and the other the friendly feeling towards the owners of the steamers who were making home to England with the first new year's tea. They would feel no such delight at coaling a French war ship about to bombard a Chinese port. And then again, very much of the coal at Singapore belongs to great Chinese merchants, who would scarcely be in a hurry to help the enemies of their country to attack the land of the Willow Pattern Plate.

Hong Kong is not largely supplied with coal. There is enough for current wants, but not much more, and it is certain that the English could not allow French war ships to coal in a port which opens upon Chinese territory. Neither on the Island itself nor at Kowloon, which lies opposite, however, if there is sufficient fuel to be of great value to the French and who belong to the English, it is not to be taken as available for Gal to war purposes. The important point to consider is how French ships starting from their own land could get fuel to last them out to China. Quitting Malacca or Penang, and passing Malacca, they could reach Port Said in four or five days, and could probably get permission to coal there. A couple of days in the Canal would bring them to Suez, where again there is coal. But after that the difficulty would begin. The voyage from Suez to Aden occupies an ordinary war ship or transport eight days. The large English steamers do the distance in six, or a little over, but they burn so much fuel that they require more when they reach Aden, and the passengers out to India of the Far East usually to pick up all their coal stings in the cabin in order to save them from the mass of coal dust which in process of coaling passes through the interstices of the vessel. But Aden, so far as the French are concerned, in the event of war, may possibly be assumed that coal is a contraband article. And there is still before the ships the long run across to Ceylon. French steamers sail at Point de Galle. The Peninsular and Oriental line goes to Colombo, having lost one or two steamers on the route of the relay but dangerous harbour on the western side of the island. Point de Galle, however, belongs to the English, and the neutrality question arises here as it does at Aden. Twelve days' steaming has to be provided for from Aden—the swift mail ships get over the distance in ten, but trans-shipments must be made at the latter port, and there would still remain the journey to Singapore and thence to Tonkin.

The *Striding Castle* took 1,600 tons of coal to last her from Singapore to Suez in May last, and the *Glenale* required 1,800 tons to do about the same distance. But to carry this quantity there steamer had to utilize nearly all their deck room, and the *Striding Castle* took no passengers. Where a French transport or warship would put coal enough to make a still longer voyage—namely, from Suez to Tonkin or Saigon—is not easy to see. A war ship has but little room to spare when once her guns

are aboard and her men in quarters; and the class of ship which France is using in the East is notably cramped for room, being heavily armed and armed. Their cruises, which answer to our *C. O. Class*, such as the *Curacao*, *Conus*, *Utopia*, *Champion*, and *Constance*—carry a couple more guns than do ours and quite little more men. They certainly have no spare room for coal for a six weeks' voyage, and still less for a lengthened blockade of a coast. There is of course the chance that the Dutch, who have little or no interest in China, might allow the French war-ships to coal in their ports; but there is little coal in the Dutch wharves, and after all that would not help the French ships on the long voyage out from Suez to Tonkin.

From forty to fifty days at least have to be provided for should the last coal have to be taken on board at Suez. Between that port and Saigon or Tonkin there is no port except those which belong to the British Government. On the other hand there is little doubt that, although it is customary to smile at the notion of the Chinese navy doing anything against the French ships, the quick little gunboats, which have been built in England and Germany, and which are commanded by English officers, will prove very disagreeable neighbours to any French transport that they may chance to find in the China seas short of coal. It is by no means certain that they can be kept in port by the French fleet, and at their steamship powers are excellent and their crews good it is quite possible something might be heard of them before a war—should not an event ever occur—were finished. The Chinese ships at any rate will not last out for Shanghai, Foochow, Swatow, and Canton are all well provided with the most useful adjunct to navigation, and these places all belong to the Chinese, though foreigners have permission to live in them. To put the matter plainly, the Chinese war-ships the Far East can get plenty of coal, and the French cannot.

Quotations.

Hongkong, January 10.

OPUM—New Patna, cash, \$570/75
" Old " cash, " "
" New Benares, cash, " 662/578
" Old " cash, " "
" New Malwa, cash, " 600/20
" Allowance, Tael, " 52
" Old Malwa, credit, " 48
" Allowance, Tael, " 45

Exchange.

Bank, Wire, " " " 3/2
" Demand, " " " 3/2
" 30 days' sight, " " 3/2
" 4 months' sight, " " 3/2
" Documentary 4 months' sight, 3/2
India, Wire, " " " 224
" Demand, " " " 224
Shanghai, demand, " " 738
" 30 days' sight, private 738
Gold Leaf 90s fine " " \$37.35
Silver, " " " \$5.35

Temperature.

(Taken at Messrs Falconer & Co's Premises, Queen's Road.)

Hongkong, January 10.

BAROMETER—9 A.M. " 30.410
Do. 1 P.M. " 30.308
Do. 4 P.M. " 30.315
THERMOMETER—9 A.M. " 57
Do. 1 P.M. " 62
Do. 4 P.M. " 62
Do. (Wet bulb) 9 A.M. 60
Do. 1 P.M. 61
Do. 4 P.M. 61
Do. Maximum " 62
Do. Minimum over night 55

CHINA COAST METEOROLOGICAL REGISTER.

AT 4 P.M.—25TH JANUARY.

Station. Barometer reduced to sea level. Temperature. Humidity. Direction of Wind. Force of Wind. Rain.

Manila 30.08/79.250 NE 3 0
Hongkong 30.34/57.634 E 3 0
Amoy 30.34/50.040 NE 2 0
Shanghai 30.45/40.548 NNW 2 0
Nagasaki " " " " " " "

AT 10 A.M.—10TH JANUARY.

Manila 30.00/76.814 S 1 0
Hongkong 30.40/56.835 ENE 2 0
Amoy 30.38/48.540 NE 2 0
Shanghai 30.47/20.571 ESE 2 0
Nagasaki " " " " " " "

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY.
TENTH YEAR.

THIS REVIEW, which was intended to meet the wants of many students of Chinese history and literature, has been continued by the discontinuance of "Notes and Queries on China and Japan," has reached its Tenth Volume. The Review discusses those topics which are of interest to the student of the "Far East" and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new department has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive Notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

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"The China Review for September-October fully maintains the high standard of excellence which characterizes that publication, and altogether forms a very interesting and readable number. Materialists will find an interesting and valuable contribution by Dr. Frische, on 'the Amount of Precipitation (Rain and Snow) of Peking,' showing the results of observations made at the Imperial Russian Observatory at Peking, from 1851 to 1880. 'Notes on the British Consular Service of Formosa,' by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of 'The Divine Classic of Chu-Hsi,' and the Notes and Queries are as usual very interesting."—*North-China Daily News*.

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"The November-December number of the China Review contains a very interesting article, and the few articles are very interesting. The opening paper by Mr. Herbert A. Giles on 'The New Testament in Chinese' treats of a question that must necessarily be of great importance in the eyes of all missionaries. Mr. E. H. Parker's 'Short Journey in Szechuan' is continued, and a goodly instalment of these travels in the interior of China is given. Mr. F. H. Balfour contributes a paper of some length entitled 'The Emperor Chong, founder of the Chinese Empire,' which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which 'On Chinese Sables in Western Borneo and Java,' might appropriately have been placed under a separate heading, complete the number."—*H.K. Daily Press*.

Traveller's Oriental Record contains the following notice of the China Review:—The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighboring countries, some what similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed in years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publication as is now afforded extremely desirable, and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese post-officer of the eleventh century, Su Tung-p'o, by Mr. E. O. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the China Review may receive the support necessary to insure its continuance.

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Letters, 10 cents per 1 oz.
Post Cards, 3 cents each.
Registration, 10 cents.
Newspapers, 2 cents each.
Books, Patterns and 2 cents per 2 oz.
Comm. Papers, 2 cents per 2 oz.

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2. The following cannot be transmitted:

Parcels insensitively packed, or protected, or liable to be crushed (as handkerchiefs, &c.) Opium, Glass, Liquids, Explosive substances, Fishes, Indigo, Dyes, Icos, Moss, Fish, Gums, Fruit, Vegetables, or whatever is dangerous to the Mails, or likely to become offensive or injurious in transit.

3. Parcels are as a general rule forwarded by Private Ship, not by Contract Mail Packet. To India they are forwarded by the P. & O. and Indian Mail Packets only, to Ceylon by P. & O. only. No responsibility is accepted with regard to any parcel, unless Registered, and then only to the amount of \$10.

4. The public are cautioned not to confound these facilities with a Parcel Post to Europe, &c., which does not exist.

It is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything else, as a general rule, is liable to Customs duties.

2. The Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—
Books and Papers to British Offices, 5 lbs.; to the Continent, &c., 4 lbs.
Patterns to British Offices, 5 lbs. if without intrinsic value; to the Continent, &c., 8 oz.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases provided:—

1. That the sender duly observed all the conditions of registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That the application made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, or by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, which reach their destination, although in a broken or deteriorated condition.

Chair, Jinnicksha, and Boat Hire.

LEGALISED TARIFF OF FARES FOR CHAIRS, CHAIR MEN, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullaway Boats.
Half hour, 10 cents. Hour, 20 cents.
Three hours, 50 cents. Six hours, 70 cents.
Day (from 6 to 6), One Dollar.

TO VICTORIA PEAK.
Single Trip.
Three Coaches, 10 cents.
Two Coaches, 8 cents.
One Coach, 5 cents.

Return (direct or by Pak-fu Lam).
Four Coaches, 12 cents.
Three Coaches, 10 cents.
Two Coaches, 8 cents.
One Coach, 5 cents.

TO VICTORIA GAP (TO LEVEL OF UMBRELLA SEAT).
Single Trip.
Four Coaches, 10 cents.
Three Coaches, 8 cents.
Two Coaches, 6 cents.
One Coach, 4 cents.

Return (direct or by Pak-fu Lam).
Four Coaches, 12 cents.
Three Coaches, 10 cents.
Two Coaches, 8 cents.
One Coach, 5 cents.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coach will be entitled to an additional payment of 5 cents.

Day Trip (Peak), \$0.75 each Coach.
(12 hours) 10 cents each Coach.

Quarter of an hour or less, 5 cents.
Half an hour, 10 cents.
One hour, 20 cents.
Three hours, 50 cents.
Six hours, 70 cents.
One day (12 hours), 100 cents.

For trip to Shaikwan or Pokfulam, from the centre of the Town, 20 cents.
Return, 30 cents.
For trip to Aberdeen, from the centre of the Town, 25 cents.
Return, 40 cents.

If an Extra Coach is employed, there will be an addition of 10 cents to the above scale of pay. Nothing in this scale prevents private agreements.

Licensed Drivers (each).
Hour, 10 cents.
Half day, 35 cents.
Day, 50 cents.

BOAT AND COOLIE HIRE.
BOATS.
1st Class Cargo Boat of 8 or 900 piculs, per Day, 30 cents.
2nd Class Cargo Boat of 8 or 900 piculs, per Day, 20 cents.
3rd Class Cargo Boat of 600 piculs, per Day, 15 cents.
4th Class Cargo Boat of 600 piculs, per Day, 10 cents.
5th Class Cargo Boat of 600 piculs, per Day, 5 cents.

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Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at the Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the Harbour C, in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.
2. From Gas Works to the P. & O. Co.'s Factory.
3. From P. & O. Co.'s Factory to the Harbour Master's Office.
4. From Harbour Master's Office to the P. & O. Co.'s Office.

5. From P. & O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

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